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**MARCIR: 09/2020**

**DATE: 25<sup>th</sup> April 2020**

**To :** Representatives of Gabon flagged vessels, Deputy Commissioners, Ship-owners & Ship-operators. Masters, Flag State Surveyors and Recognized Organizations.

**Subject:** “Guidance on the “International Maritime Organization Data Collection System for Fuel Oil Consumption of Ships (IMO DCS)” and the European Union System for Monitoring, Reporting, and Verification of Carbon Dioxide Emissions from Maritime Transport (EU MRV)”.

**Scope:** “This Merchant Marine Circular aims to provide guidance for complying with both: (1) MARPOL, Annex VI, regulation 22A the global International Maritime Organization (IMO) data collection system for fuel oil consumption of ships (IMO Data Collection System DCS) and (2) the regional European Union (EU) system for Monitoring, Reporting, and Verification (MRV)”.

**References:**

- a. EU Regulation 2015/757 (EU MRV), on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC, 29 April 2015.
- b. EU Regulation 2016/1927, on templates for monitoring plans, emissions reports and documents of compliance pursuant to Regulation (EU) 2015/757, 04 November 2016.
- c. MARPOL Annex VI, Regulation 22A (IMO DCS).
- d. IMO Resolution MEPC.282(70) - Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP), adopted on 28.10.2016.
- e. IMO Resolution MEPC.278(70)-Amendments to MARPOL Annex VI (Data collection system for fuel oil consumption of ships), adopted 28.10.2016.
- f. IMO Resolution MEPC.292(71) - 2017 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data.
- g. IMO Resolution MEPC.293(71) - 2017 Guidelines for the Development and Management of the IMO Ship Fuel Oil Consumption Database.



**1. General context:** The purpose of this Marine Circular is to provide guidance on compliance with EU MRV regulations, under reference a. and MARPOL, Annex VI, regulation 22A (IMO Data Collection System (DCS) under reference c. Both references a. and c. apply to ships of 5.000 gross tonnage and above. The IMO regulation applies to all ships in the Gabon International Registry fleet. The EU regulation applies to all ships that call on ports in Europe. The EU regulation included a provision that the Commission shall review the regulation and shall, if appropriate, propose amendments to this Regulation in order to ensure alignment with an international agreement (IMO DCS). In February 2019, the European Commission made a proposal to amend the EU MRV Regulation to take appropriate account of the global data collection system, which is still under consultation within the EU framework.

**2.** There are several common requirements between the two schemes, including monitoring, verification and annual data reporting. Considering the common of the EU MRV and IMO DCS schemes, there are efficiencies to be gained in implementation both schemes by combining key compliance aspects to the extent possible. This will avoid unnecessary duplication, reduce administrative burdens and thus provide a cost-efficient, streamlined and quality focused service for shipowners covering both regulations. While efforts continue to seek this alignment, it is important that shipowners trading to EU ports be prepared to provide the necessary requirements (see below table 2: “Key differences between EU MRV and IMO DCS”). Among others to be noted that the MRV Regulation requires that data is verified by an EU accredited verifier, not by the ships Flag Administration. This verifier which is EU accredited by a national body (which may also be a class society or may be another verification body with the appropriate accreditation). The IMO DCS requires that data is verified by the Flag Administration or one of their Recognized Organizations. The MRV Regulation applies to ships carrying passengers or cargo for commercial purposes and excludes several voyage categories, such as those undertaken by offshore vessels and dredgers. The IMO DCS does not offer these exclusions and all vessels have to report their fuel use. Below is a table of consolidated dates relevant to the EU MRV and IMO DCS as they currently stand.



**EU MRV AND IMO DATA COLLECTION SCHEMES TABLE**

	<b>EU MRV</b>	<b>IMO DCS</b>
<b>Entry into force</b>	July 2015	March 2018
<b>Monitoring Plan (MP) verification and approval by:</b>	31 December 2017	31 December 2018 and issuance of Confirmation of Compliance (CoC)
<b>First Monitoring period begins:</b>	01 January 2018	01 January 2019
<b>First data reporting period and subsequent reporting:</b>	01 January 2019, and each year thereafter	01 January 2020, and each year thereafter
<b>Shipowner reports to:</b>	European Commission (EC) and Administration to receive data by 30 April 2019	Administration and IMO must receive data from shipowner by 31 March 2020
<b>Ships to carry a statement of compliance (SoC) or / and document of compliance (DoC) on board:</b>	DoC by 30 June 2019, annual renewable	SoC following verification; no later than 31 May every year

**IMO DCS**

3. The IMO DCS entered into force in 01 March 2018 through amendments to MARPOL Annex VI by IMO Resolution MEPC.278(70). The IMO DCS will require the development of operational procedures in a new Part II of the Ship Fuel Oil Consumption Data Collection Plan (SEEMP) using a proscribed format. The IMO data collection system requires ships above 5.000 gross tones to report consumption data for each type of fuel oil, hours underway and distance travelled, for all international voyages. Unlike the EU MRV, the IMO DCS covers any maritime activity carried out by ships, including dredging, pipeline laying, ice-breaking, fish-catching and off-shore installations. The system, adopted by resolution MEPC.278(70), entered into force on 1 March 2018. Reporting starts with the year 2019. The Ship Energy Efficiency Management Plans of all ships covered by the IMO DCS must include a description of the methodology for data collection and reporting. After each calendar year, the aggregated data are reported to the flag state. If the data have been reported in accordance with the requirements, the flag state issues a statement of compliance to the ship. Flag states subsequently transfer this data to an IMO ship fuel oil consumption database, which is part of the Global Integrated Shipping Information System (GISIS) platform. IMO will then produce annual reports, summarizing the data collected.

4. In accordance with IMO requirements, **the Gabon Administration will be authorizing its RO's to:**



- Perform verification of SEEMPs Part II (Confirm that every vessel of 5.000 gross tonnage and above keeps on board a Ship Energy Efficiency Plan as required by Regulation 22A of Annex VI of MARPOL 73/78);
- Confirm compliance of the vessel with the Ship Energy Efficiency Plan as mentioned above;
- Issue a “Confirmation of Compliance” for the ship’s SEEMP Part II upon successful completion of verification. This “Confirmation of Compliance” must be retained on board the ship;
- Verify and determine if the data reported by ships of 5.000 gross tonnage and above has been collected and complies with Regulation 22A of Annex VI of MARPOL 73/78. Issue a “Statement of Compliance” in accordance with Regulation 6.6 and 6.7 of Annex VI of MARPOL 73/78.
- Upon issuance of C.o.C. (Confirmation of Compliance) and S.o.C. (Statement of Compliance) submit a consolidated report of this data to the Gabon Ship Registry Administration.
- Submit to the International Maritime Organization the reported data noted in appendix IX, Annex VI, of MARPOL 73/78, using the IMO Ship Fuel Oil Consumption Database.

**5. IMO DCS Applicability:** As indicated in par. 3, the IMO DCS is an international scheme that applies to all ships of 5.000 GT and above to which Chapter 4 of MARPOL Annex VI applies. Accordingly, the IMO DCS does not apply to ships not propelled by mechanical means, platforms including Floating Production, Storage and Offloading Facilities (FPSOs) and Floating Storage Units (FSUs), and drilling rigs regardless of their propulsion.

**6. IMO DCS Overview:** As per par. 4 the IMO DCS requires the development of ship-specific data collection methodologies and data reporting processes to be included in the new Part II of the Ship Energy Efficiency Management Plan (SEEMP). The SEEMP Part II has been developed, considering IMO Resolution MEPC.282(70), and verified for compliance with Regulation 22.2 prior to the ship’s first data collection period.

**7.** The Administrator is responsible for ensuring that the reported data is transferred electronically to the IMO Ship Fuel Oil Consumption Database by its ROs.

**8. IMO DCS Change of Owners / Managers:** In the event of a change of owners/managers, the ship, on the day of completion of the change or as close as possible, shall report to the Gabon Ship Registry Administrator through its Recognized Organization or Independent Verifier, the aggregate data for the period of the calendar year corresponding to the existing managers/owners, as specified in MARPOL Appendix IX of Annex VI.

**9. IMO DCS Change of Flag:** Furthermore, in the event of transfer of Flag and owners/managers concurrently, the ship, on the day of the completion of the transfer, or as close as possible, shall report to the losing Flag Administration through its Recognized Organization or Independent Verifier, the aggregated data for the period of the calendar year corresponding to that Flag Administration, as specified in MARPOL Appendix IX of Annex VI and, upon prior request of the new Flag Administration, the disaggregated data.



## EU MRV

**10. EU MRV Data Collection Scheme:** The MRV scheme entered into force on 01 July 2015 through EU Regulation 2015/757, as part of an effort to reduce greenhouse gas (GHG) emissions. The regional regulation requires shipping companies to establish an MP (Monitoring Plan) for data collection, to provide reports measuring the quantity of Carbon dioxide (CO<sub>2</sub>) emissions from individual ships, per voyage for every voyage touching on an EU port, on an annual basis. The MP should be developed in line with EU regulation 2016/1927. The MP is subject to verification by an accredited independent verifier in accordance with EU Regulation 2015/757.

**11. EU MRV Applicability:** The EU MRV applies to all ships of more than 5.000 gross tonnage (GT), for all voyages conducted into, between, and out of EU and European Free Trade Association (EFTA) States' (Norway and Iceland) ports. It is important to note that the EU ports also include 'outermost regions' which are ports that are not geographically within Europe, but because they are under the Administrative control of an EU member State, they are considered an EU port of call. These include: the Azores, Canary Islands, Madeira, Martinique, Guadeloupe, French Guyana, Saint-Martin, Mayotte, and Reunion. For a list of European Economic Area (EEA) Member States' Overseas Countries and Territories which do not qualify as EU ports of call, refer to the Frequently Asked Questions on the implementation of the MRV shipping Regulation of the European Commission ([https://ec.europa.eu/clima/policies/transport/shipping\\_en#tab-0-3](https://ec.europa.eu/clima/policies/transport/shipping_en#tab-0-3)).

**12. The exceptions to reporting** would include stops for the sole purpose of refuelling, taking supplies, crew sign on/sign off; dry dock or making repairs to the ship and/or its equipment; stops in port because the ship needs assistance or is in distress; stops for ship-to-ship transfers carried on outside port limits; and stops for the sole purpose of taking shelter from adverse weather or rendered necessary by search and rescue activities. Ships' movements that do not serve the purpose of transporting cargo or passengers for commercial purposes are also not subject to the monitoring, reporting and verification requirements. However, it would be advisable for a shipowner to confirm the status of its vessel operations with the local controlling authority where the vessel is operating. The MRV Regulation is not applicable to voyages and activities for purposes other than transporting cargo or passengers for commercial purposes, such as dredging, ice-breaking, pipe laying and offshore installation and construction. The MRV regulation does not apply to warships, naval auxiliaries, fish-catching or fish-processing ships, wooden ships of a primitive build, ships not propelled by mechanical means, or government ships used for non-commercial purposes

**13. EU MRV: MP Overview:** As mentioned in par. 9 of this circular the EU has published a helpful FAQ regarding the MRV, with specific information regarding verification. The first step for ship owners and operators should be to prepare a ship-specific monitoring plan (M.P.) for fuel consumption data collection and CO<sub>2</sub> emissions for each of their ships (EU 2015/757 Article 6). The MP is subject to verification by an independent, EC-accredited verifier. If a ship only falls within the scope of the MRV Regulation after 31 August 2017 the company is to submit a monitoring plan to the verifier without undue delay and within two months of the ships first call in a port under the jurisdiction of a Member State.

**14. Ship owners have three (3) options for verification** pursuant to Regulation (EC) No. 765/2008 by either: (a) their own Recognized Organization (RO), if accredited by a National Accreditation Body (NAB)<sup>1</sup> recognized by the EC; (b) another so accredited RO; or (c) an EC-



authorized third-party, independent accredited verifier. Templates for the MP are in Annex I of EC Implementing Regulation (EU) 2016/1927.<sup>1</sup>

**15. EU MRV Required Annual Emissions Report:** The emissions and transport work data for each calendar year should be consolidated in an annual report, which would then be verified by an independent, accredited verifier by 30 April of each following year. Initial data collection period began on 01 January 2018. The Template for the Emissions Report (E.R.) is detailed in Annex II of EU Regulation 2016/1927. The first annual reporting is due by 30 April 2019. Each subsequent year thereafter, reports are due on 30 April. Once the annual report is done and verified, the report is submitted by the shipowner to the EC and the Administration. Following annual report verification, verifiers will issue a DoC to demonstrate compliance (EU 2015/757, Articles 17 and 18). Verifiers must inform the EC and the Administration, without delay, of the issuance of any DoC.

**16.** By 30 June 2019 and 30 June of each year following the end of a reporting period, ships arriving at, within or departing from a port under the jurisdiction of a Member State, and which have carried out voyages during that reporting period, must carry on board a **valid DoC**. The document of compliance is valid for a period of 18 months after the end of the reporting period. The verifier will inform the European Commission and the ships Flag Administration that the document of compliance has been issued. By 30 June each year, the EC will make publicly available the information on CO2 emissions reported.

**17. EU MRV Change of Flag / Ownership:** The EU MRV is neither class nor flag related, so this will have no effect on the EU MRV reporting. If a ship changes company, the new company shall ensure that the ship under its responsibility complies with the requirements of the EU MRV in relation to the entire reporting period during which it takes responsibility for the ship concerned (ref. EU Reg. 2015/757, Art. 11.2).

**18.** Consistent with IMO initiatives on the facilitation of maritime trade during the COVID-19 pandemic, the International Registry of Gabon will follow-up closely potential further developments related to the catalytical dates and will report accordingly as appropriate in due time.

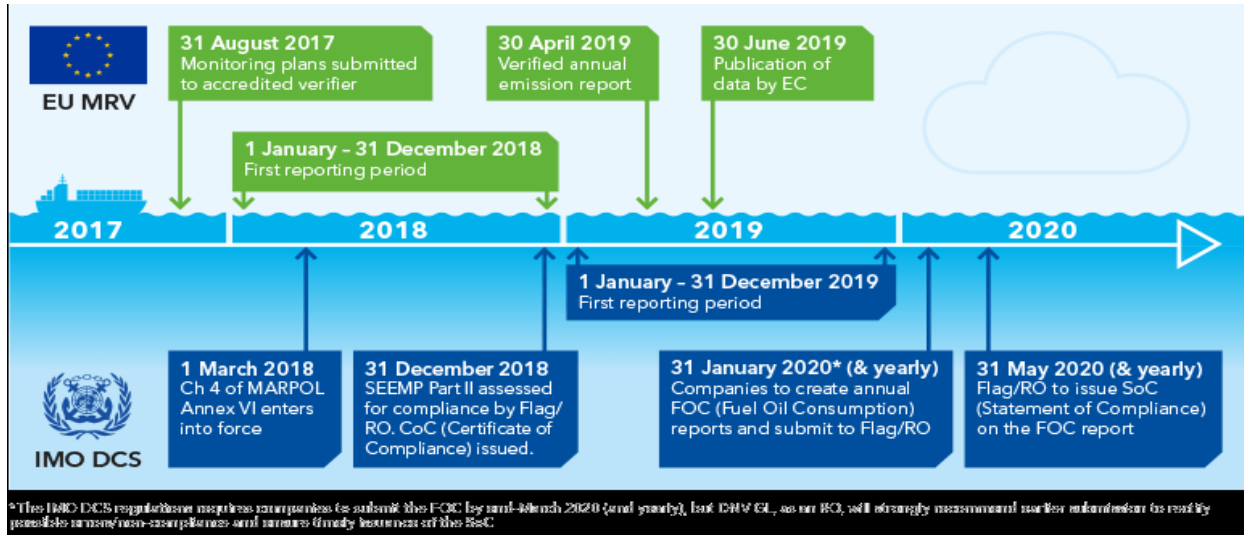
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<sup>1</sup> Commission Implementing Regulation (EU) 2016/1927 of 4 November 2016 on templates for monitoring plans, emissions reports and documents of compliance pursuant to Regulation (EU) 2015/757 of the European Parliament and of the Council on monitoring, reporting and verification of carbon dioxide emissions from maritime transport (Text with EEA relevance )  
C/2016/6948 ([http://data.europa.eu/eli/reg\\_impl/2016/1927/oj](http://data.europa.eu/eli/reg_impl/2016/1927/oj))





**Graph 1:** Timeline for IMO DCS and EU MRV



**Table 1:** Comparative Table between EU MRV and IMO DCS

	EU MRV	IMO DCS
Entry into force	1 <sup>st</sup> July 2015	1 <sup>st</sup> March 2018
Scope	Ships above 5'000 GT Voyages to / from EEA ports of call	Ships 5'000 GT or above International voyages
First monitoring period	2018	2019
Procedures	Monitoring Plan (37 sections)	Data Collection Plan (SEEMP Part II) (9 sections)
Compliance (procedures)	Assessment Report (no need to be on-board)	Confirmation of Compliance (must be on-board)
Reporting	Fuel consumption (port / sea) Carbon emissions Transport work (actual cargo carried) Distance sailed Time at sea excluding anchorage	Total fuel consumption Distance travelled Hours underway Design deadweight used as proxy
Verification	Independent accredited verifiers	Flag administrations or Authorized Organizations
Compliance (reporting)	Document of Compliance (June 2019)	Statement of Compliance (May 2020)
Publication	Distinctive public database	Anonymous public database



**Table 2:** Key differences between EU MRV and IMO DCS

While the two systems have the same general objective, there are important differences:

- The IMO DCS comprises any activity carried out by ships in the marine environment, while the EU MRV covers only transport of goods and persons.
- The IMO DCS applies to all international voyages, while the EU MRV applies only to voyages to and from EEA ports, including domestic voyages.
- Emissions in EEA ports are reported separately in the EU MRV system.
- The IMO DCS requires annual aggregated data, while the EU MRV uses data per voyage.
- The IMO DCS requires data on the deadweight tonnage (the carrying capacity of the ship), while the EU MRV requires data related to transport work (weight of actual cargo carried or number of passengers).
- The IMO DCS requires publication of aggregated data, while the EU publishes data on the performance of individual ships.